BookletChart™

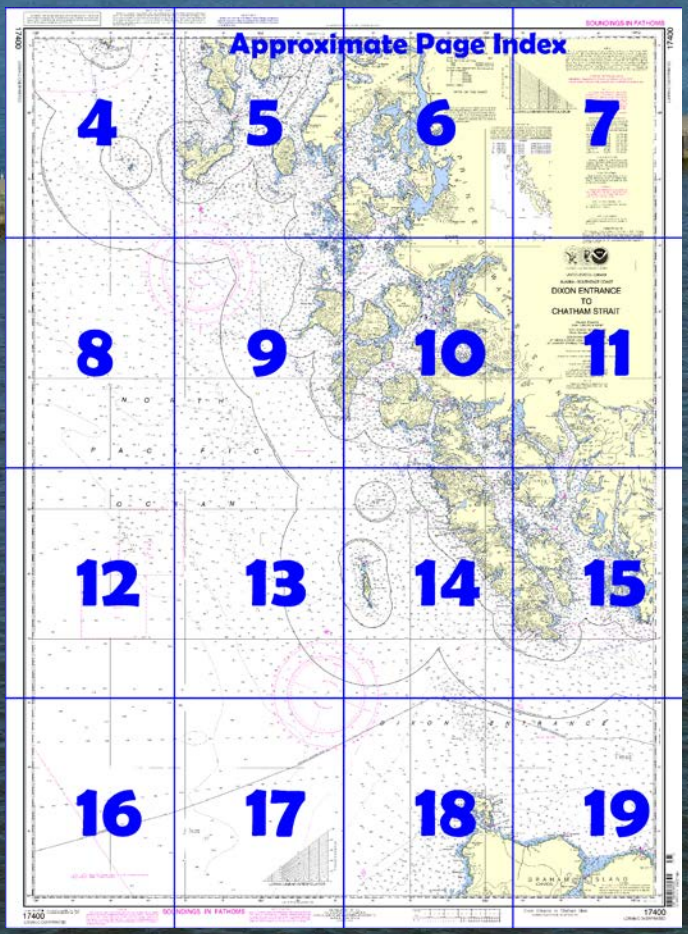
Dixon Entrance to Chatham Strait

NOAA Chart 17400

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

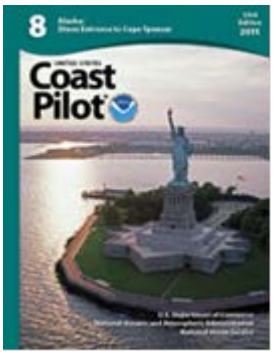
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17400.



(Selected Excerpts from Coast Pilot)
Dixon Entrance, the S approach from the Pacific Ocean to the inner channels of southeastern Alaska and the N seaward approach to those of British Columbia, is entered between Queen Charlotte Islands on the S and Dall and Prince of Wales Islands on the N. It extends in a general E direction from Cape Muzon and Langara Island to Dundas Island, a distance of about 75 miles, with an average width of more than 30 miles; it then contracts to a width of about 8 miles between Cape Fox and Dundas Island, and continues with this width to the mouth of Portland Inlet, a distance of 17 miles.

The International Boundary Line between the United States and Canada runs through Dixon Entrance, Tongass Passage, Pearse Canal, and Portland Canal.

Bowie Seamount (chart 531) is a sharp pinnacle with a depth of 13.9 fathoms in 53°17'58"N., 135°39'02"W.

Learmonth Bank is in the fairway of the W entrance of Dixon Entrance between 8 and 18 miles N of Langara Island and inside the 100-fathom curve. The bank is about 12 miles long, NW and SE, and about 5 miles wide. The least depth is about 19 fathoms over a bottom of sand, rock, and gravel.

Dixon Entrance, the flood current runs E around Langara Island and sets along the N shore of Graham Island. In the area about midway between Rose Spit and Dundas Island it divides: one part sets N past Dundas Island and the other S into Hecate Strait.

The turn of the current in the vicinity of Rose Spit coincides approximately with the times of high and low water. At times the streams run as high as 4 knots in the vicinity of Rose Spit, and cause heavy overfalls that have the appearance of shallow water in depths of 10 fathoms or more. This area should be navigated with great care. Give Rose Spit a wide berth.

At Cape Muzon the flood current sets around the cape NE and the ebb SW, with a velocity of about 2.4 knots at strength.

At Nunez Rocks and Cape Chacon the currents are irregular and affected by storms. The flood generally sets E or NE. From the cape to Nichols Bay there is apparently an eddy with a W set close to the shores. Between the cape and the rock off the cape, the current apparently always runs W, although not strong during the last half of the flood. N of Cape Chacon an eddy runs to the S, close to the shore. Off the cape a current of 2 to 3 knots has been experienced.

On the ebb the general direction of the current is to the W. From Cape Chacon it runs in the direction of Nunez Rocks, probably forced to the S by the current from Nichols Bay; the latter sets E as far as the cape and then turns S. The current from the S entrance of Nichols Bay runs SE until it meets the main current when it turns W around Nunez Point. W of Nunez Rocks the ebb current is W, but is affected by currents from inlets; there are small eddies along shore.

Between Cape Chacon and Zayas Island on the S, and Duke Island and Cape Fox on the N, the tidal currents are much confused. In bad weather the heavy and confused sea sometimes looks like breakers.

Between Dundas Island and Cape Fox the flood current sets E with an average velocity at strength of 2 knots and the ebb current sets W with an average velocity at strength of 3 knots.

Additional information on currents in these waters is given in the Canadian Sailing Directions British Columbia (North), Volume II.

Because of the numerous dangers and uncertain currents, navigation of Dixon Entrance at night or in thick or foggy weather is somewhat risky. In approaching from S, the light on Langara Island is a sufficient guide to the entrance. In approaching from W or NW, Forrester Island is a good landmark. The light on Cape Muzon and the light on Cape Chacon are good guides when in their vicinity, but the unmarked Nunez Rocks, about 3.2 miles SW from Cape Chacon, should be kept in mind. The light on Barren Island is also a good guide when going to the E part of Dixon Entrance; it is advisable to set a course SE of the island in passing.

The high rugged coastline and the isolated islands are very good radar targets.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Mar. 24/07
Corrected through LNM Mar. 13/07

HEIGHTS
Heights in feet above Mean High Water.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

For Symbols and Abbreviations see Chart No. 1

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS
The National Weather Service station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Wrangell, AK	WXJ-83	162.40 MHz
Craig, AK	KXI-80	162.475 MHz
Ketchikan, AK	WXJ-26	162.55 MHz

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey, U.S. Coast Guard, and Canadian Hydrographic Service.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.284" southward and 6.095" westward to agree with this chart.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

FISHERY LIMIT
Fishery limit is the limit of the State of Alaska's fishery management authority (except for crabs) in accordance with Section 306(a) of the Fishery Conservation and Management Act, where that limit is seaward of the territorial sea.

VESSEL TRANSITING
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilots 8 and 9, Chapter 3 for details.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.
PULSE REPETITION INTERVAL
5990 ..... 59,900 Microseconds
7960 ..... 79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary
EXAMPLE: 7960-X

RATES ON THIS CHART

5990-X 5990-Y 5990-Z
7960-X 7960-Y

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Mercator Projection
Scale 1:229,376 at Lat 55°

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

NOTE X
The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

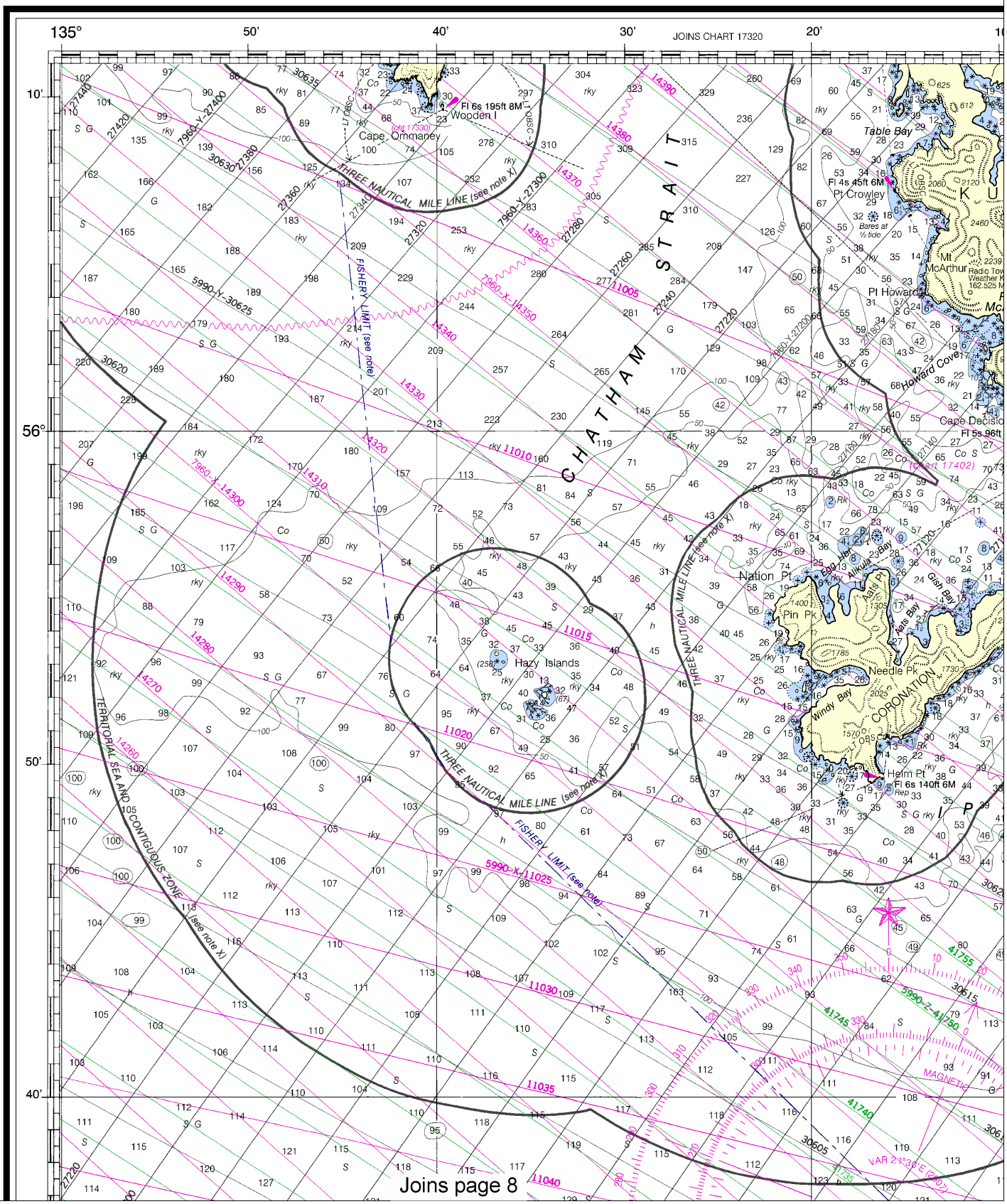
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

Fish
author
Fishery
of the

17400

LORAN-C OVERPRINTED



Joins page 8

4

Note: Chart grid lines are aligned with true north.

FISHERY LIMIT

shery limit is the limit of the State of Alaska's fishery management
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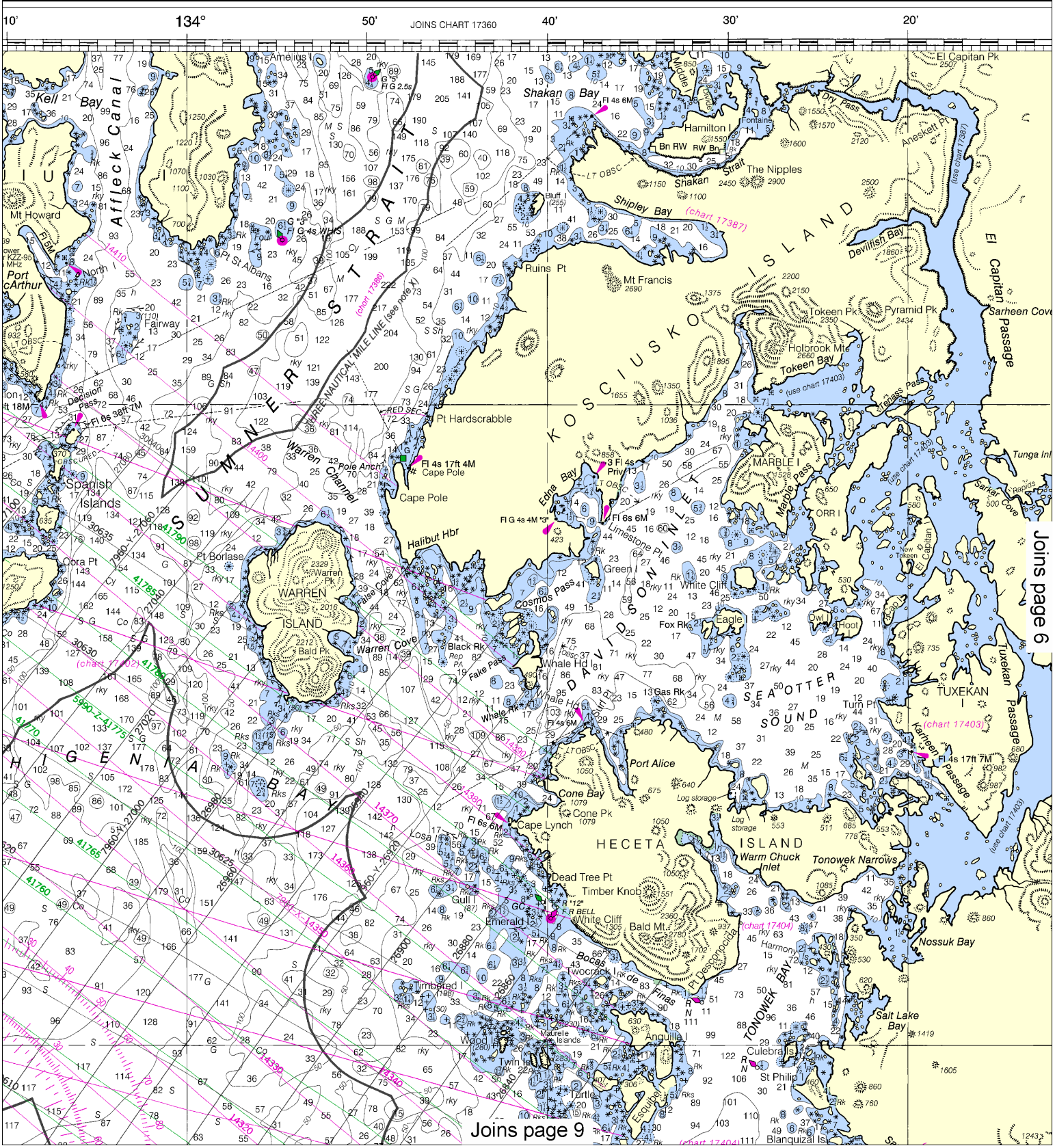
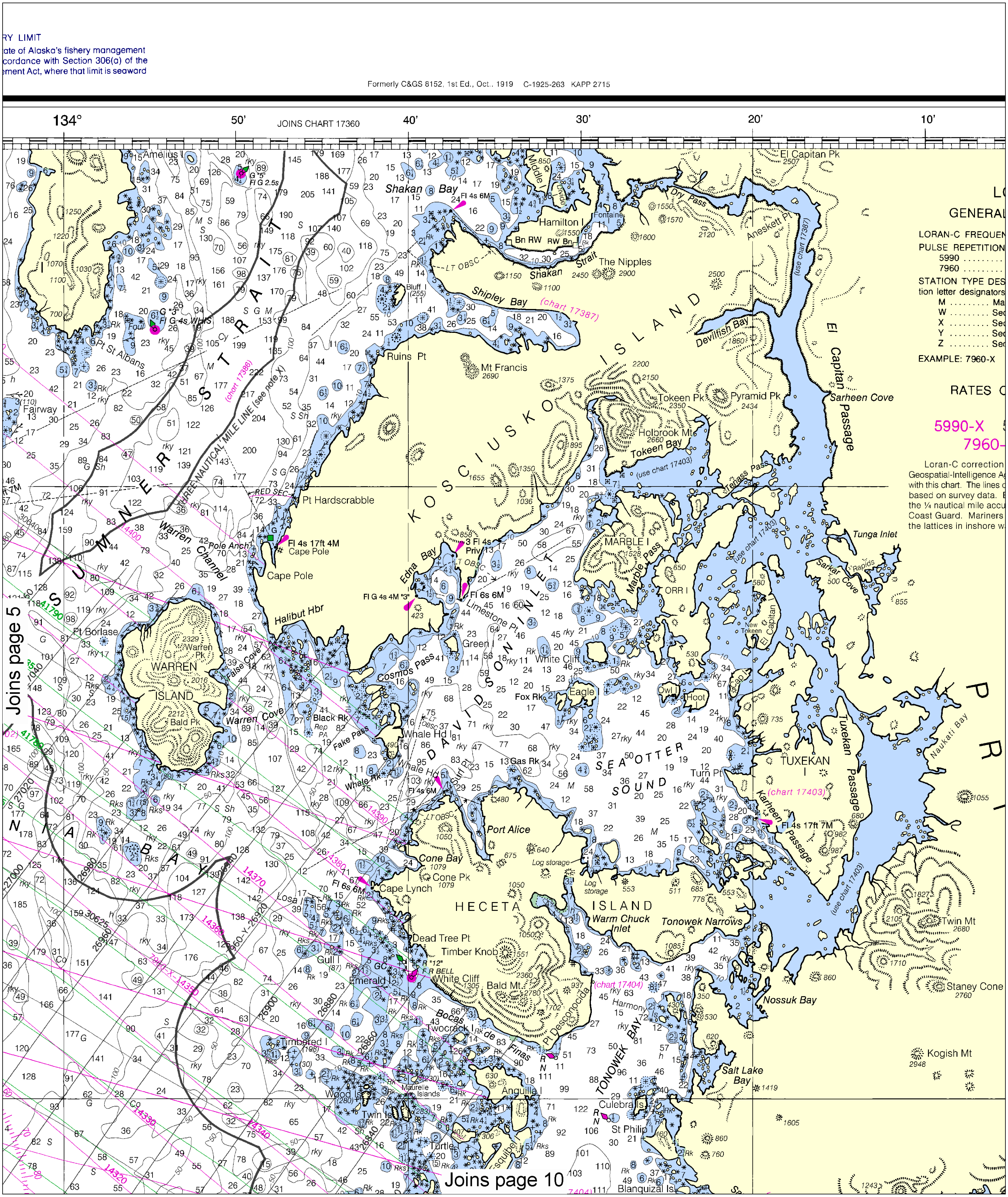
Formerly C&GS 8152, 1st Ed., Oct., 1919 C-1925-263 KAPP 2715



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:305835. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.

133° 50' 40' 30' 132°20'

10'

56°

50'

40'

17400

LORAN-C OVERPRINTED

LORAN-C

AL EXPLANATION

ENCY . . . . . 100kHz.
N INTERVAL
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ESIGNATORS: (Not individual sta-
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ON THIS CHART

5990-Y 5990-Z
-X 7960-Y

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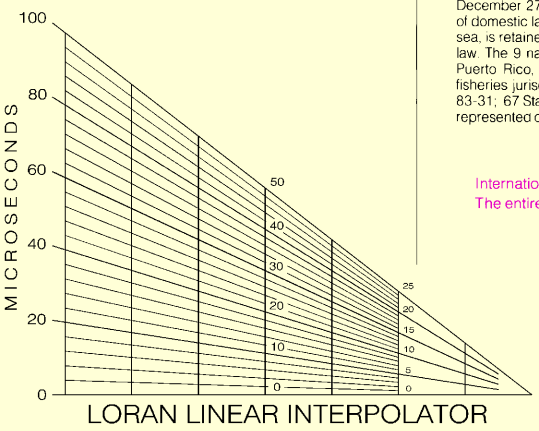

LORAN LINEAR INTERPOLATOR

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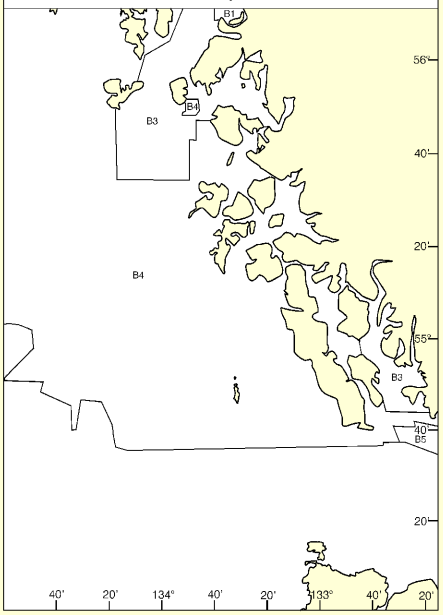
SOURCE			
B1	1990-2003	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	1834-1899	NOS Surveys	partial bottom coverage



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WARNING

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

AIDS TO NAVIGATION

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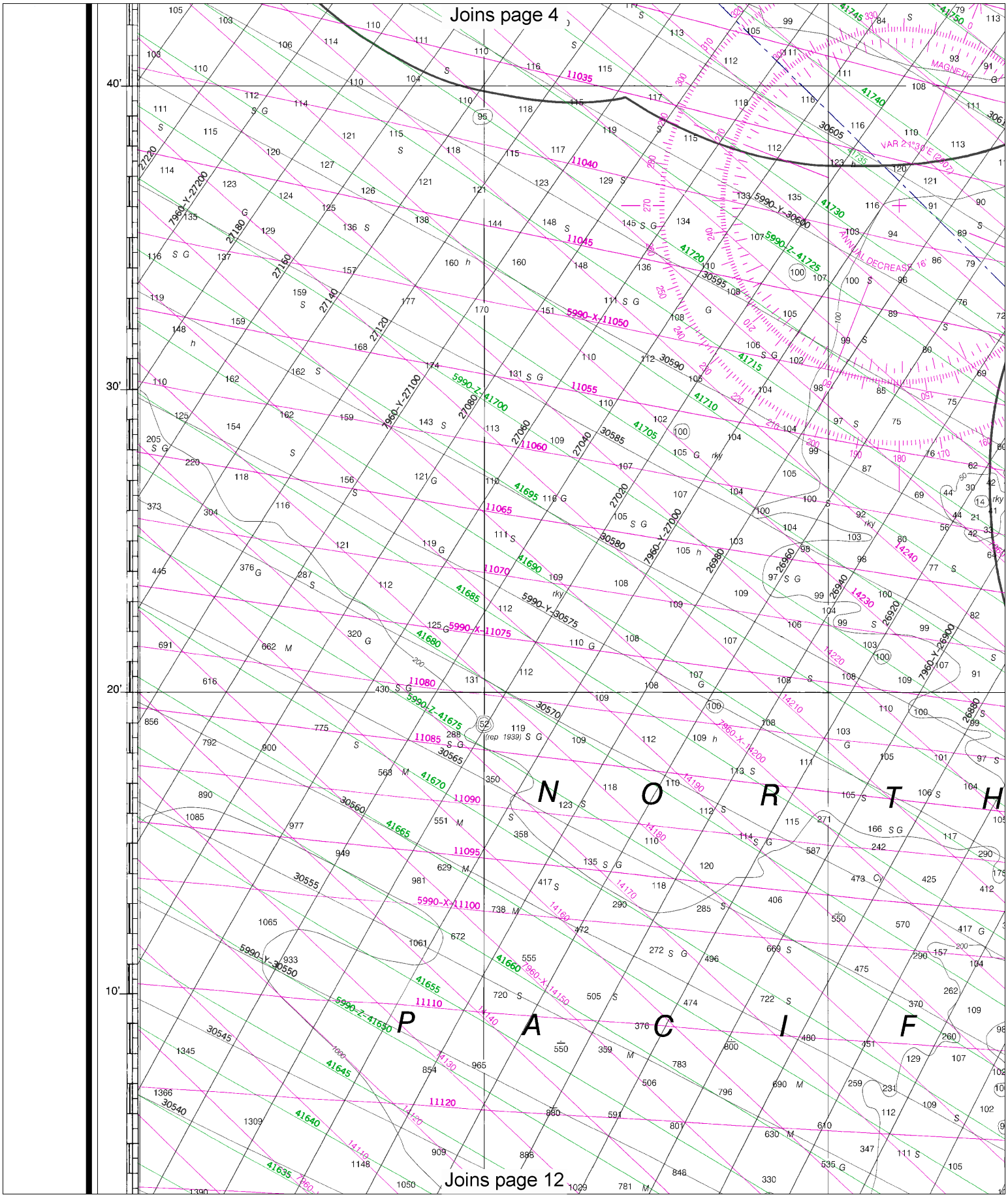
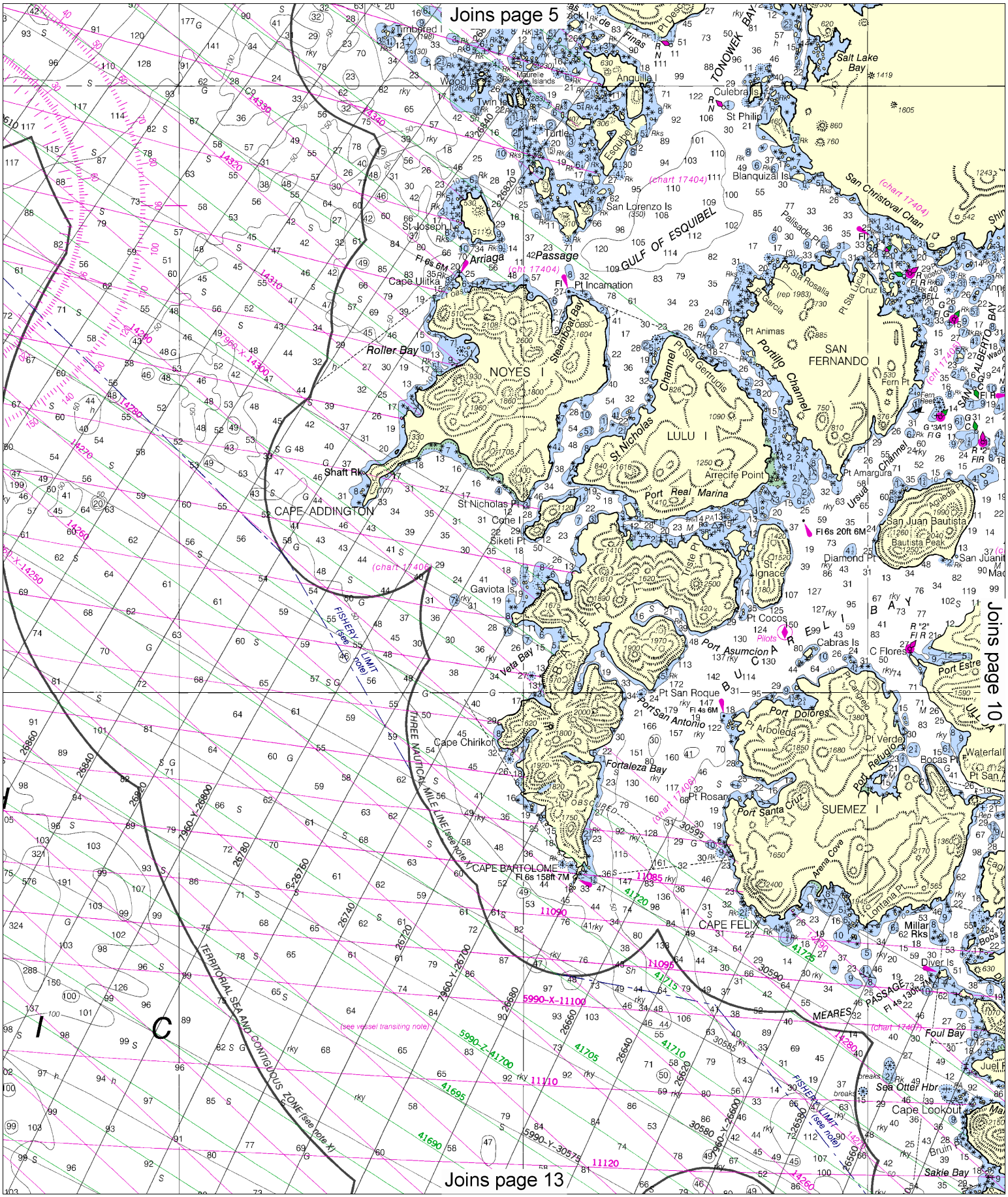
Joins page 11



8

Note: Chart grid lines are aligned with true north.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Joins page 13
GULF OF ESQUIBEL
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SAN FERNANDO I
SUEMEZ I
CAPE ADDINGTON
CAPE BARTOLOME
CAPE FELIX
Cape Chirikof
Cape Ulitka
Arrecife Point
Port Real Marina
Port San Antonio
Port Dolores
Port Santa Cruz
Fortaleza Bay
Vela Bay
Roller Bay
Sheanboat Bay
Portillo Channel
Channel
Passage
Anguilla I
Twin Is
Turtle
Esquibel
Culebra Is
St Philip
Blanquizal Isl
San Lorenzo Is
St Joseph I
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Pt Animas
Pt Garcia
Pt Sta Rosalia
Pt Sta Lucia
Cruz I
Pt Amargura
San Juan Bautista
Bautista Peak
Diamond Pt
St Ignace
Pt Cocos
Cabras Is
Pt San Roque
Pt Arboleda
Pt Verde
Port Refugio
Arena Cove
Lorena Pt
Diver Is
Millar Rks
Foul Bay
Sea Otter Hbr
Cape Lookout
Bruin Pt
Sakie Bay
Waterfall
Bocas Pt
Pt San A
Port Estre
Gaviota Is
Siketi Pt
Cone I
St Nicholas Pt
St Nicholas
Shaft Rk
Tinsley Rk
Woody Rk
Maurelle Islands
Salt Lake Bay
TONOWEK BAY
San Christoval Chan
Pt Sta Gertrudis
Pt Desc
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Fl 4s 6M
Fl 6s 158ft 7M
Fl 6s 6M
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(chart 17404)
(chart 17406)
(see vessel transiting note)
(see note)
(rep 1983)
THREE NAUTICAL MILE LINE (see note X)
TERRITORIAL SEA AND CONTIGUOUS ZONE (see note XI)
FISHERY LIMIT (see note)
PASSAGE
MEARES
7960-Y-26800
7960-Y-26700
7960-Y-26600
7960-Y-30580
5990-X-11100
5990-Z-41700
5990-Y-30575
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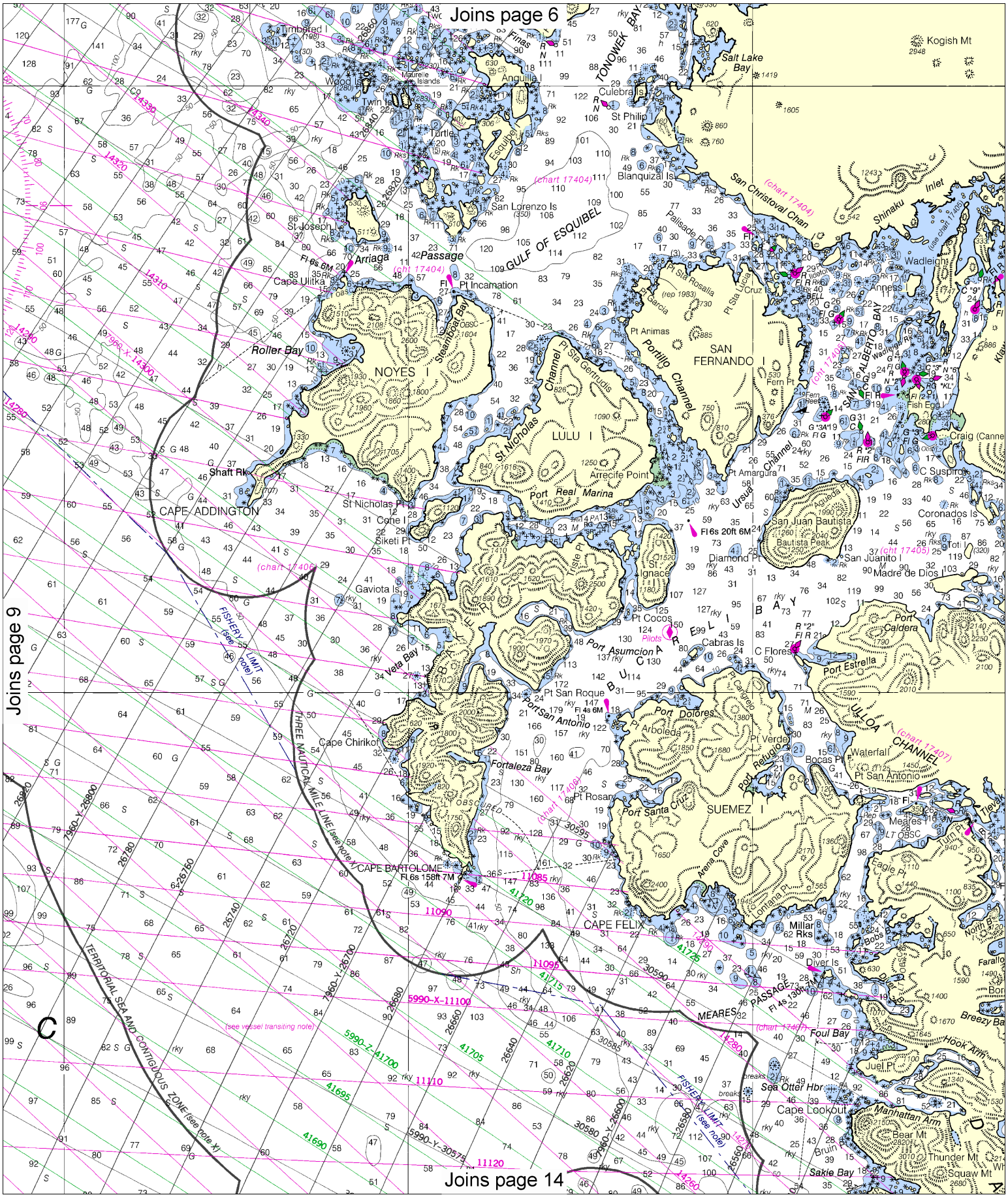
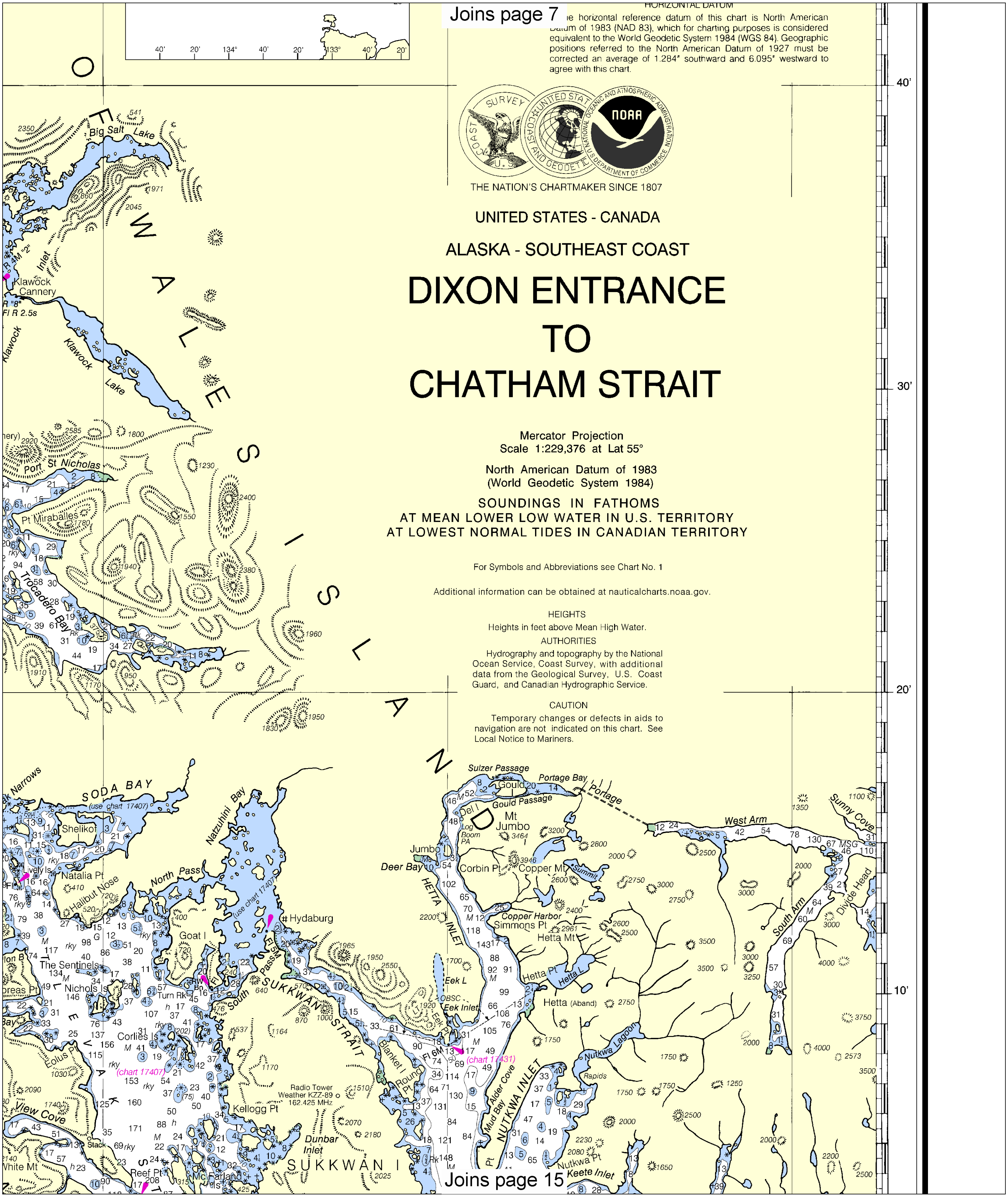


10

Note: Chart grid lines are aligned with true north.


Joins page 7
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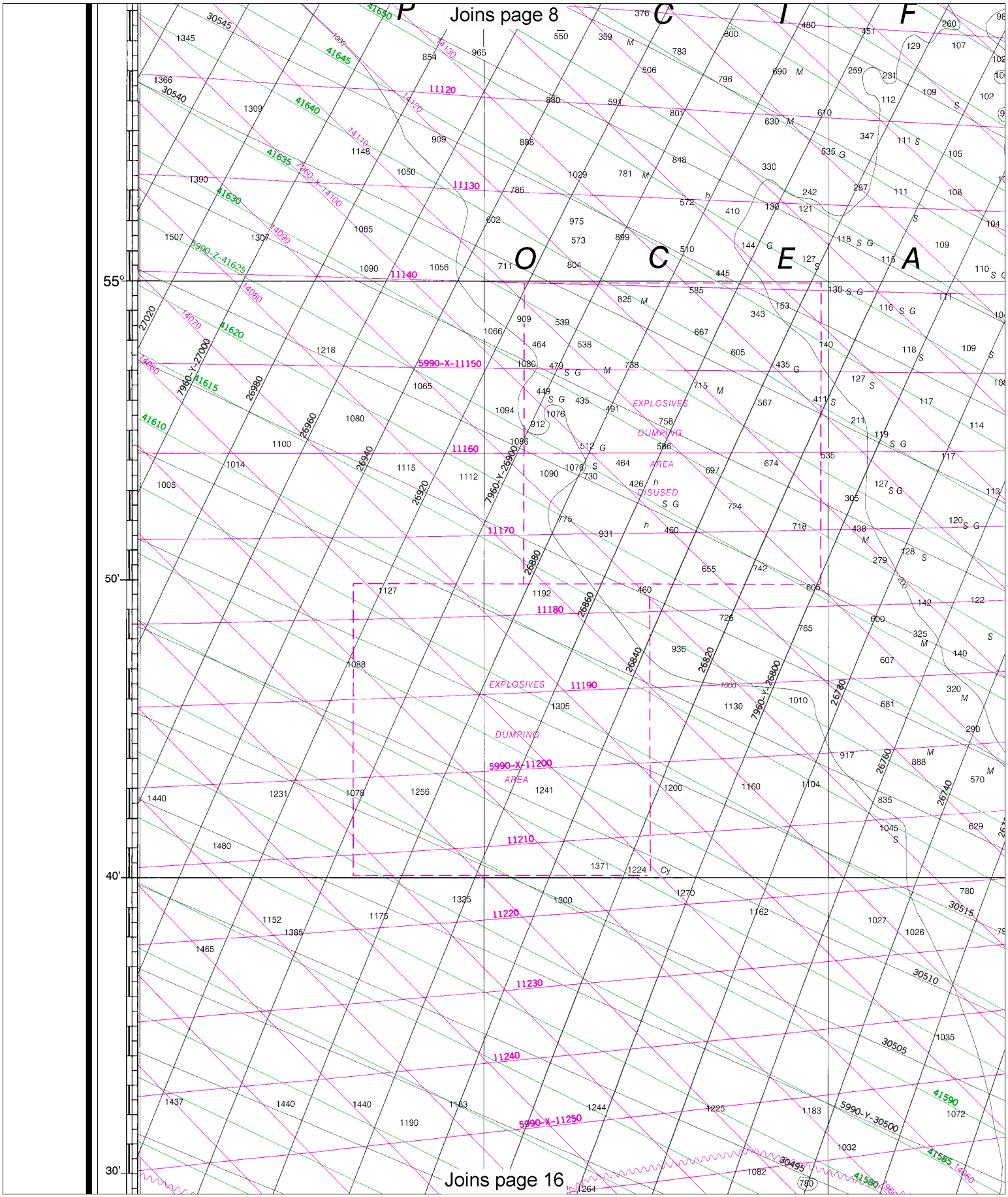
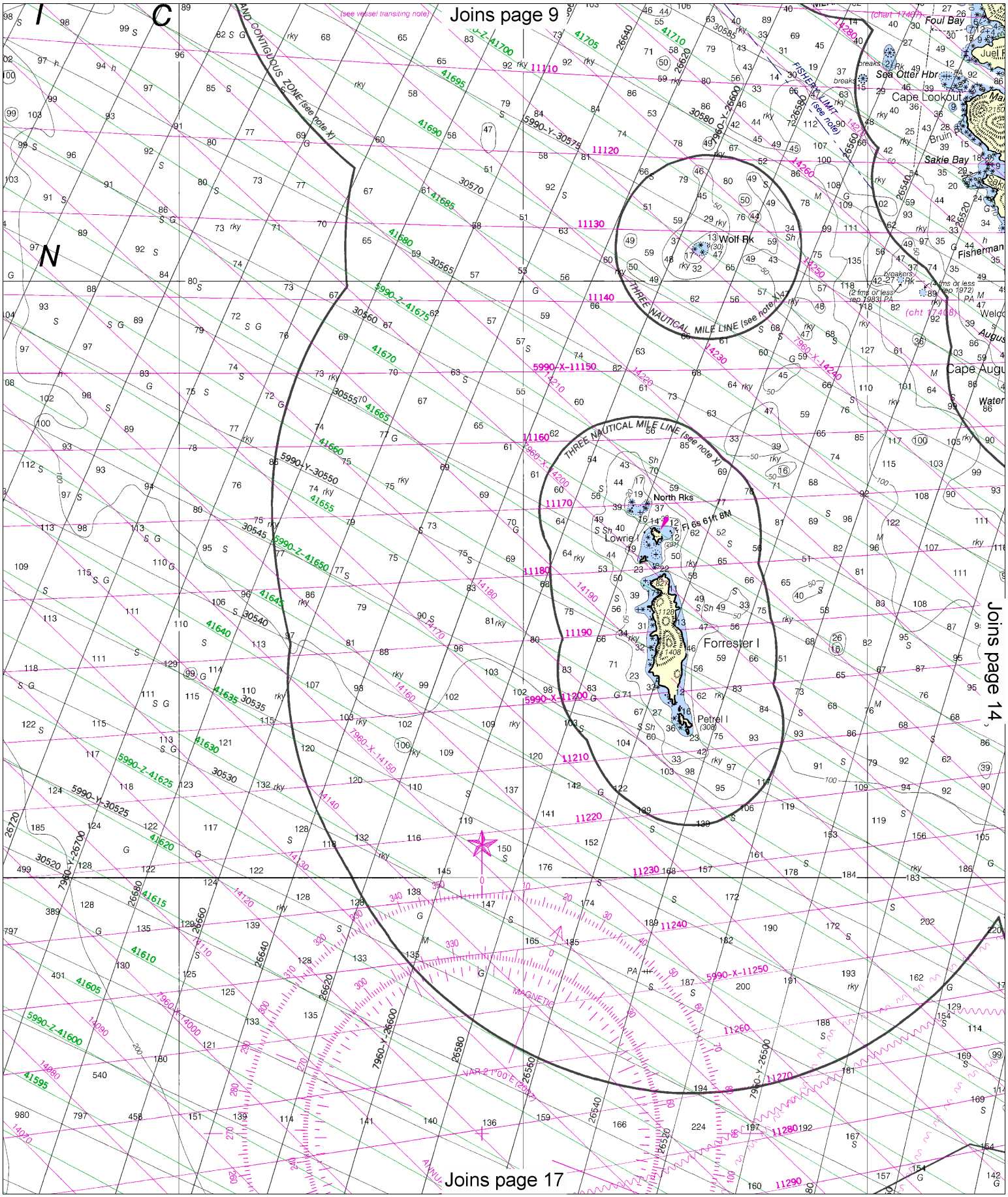
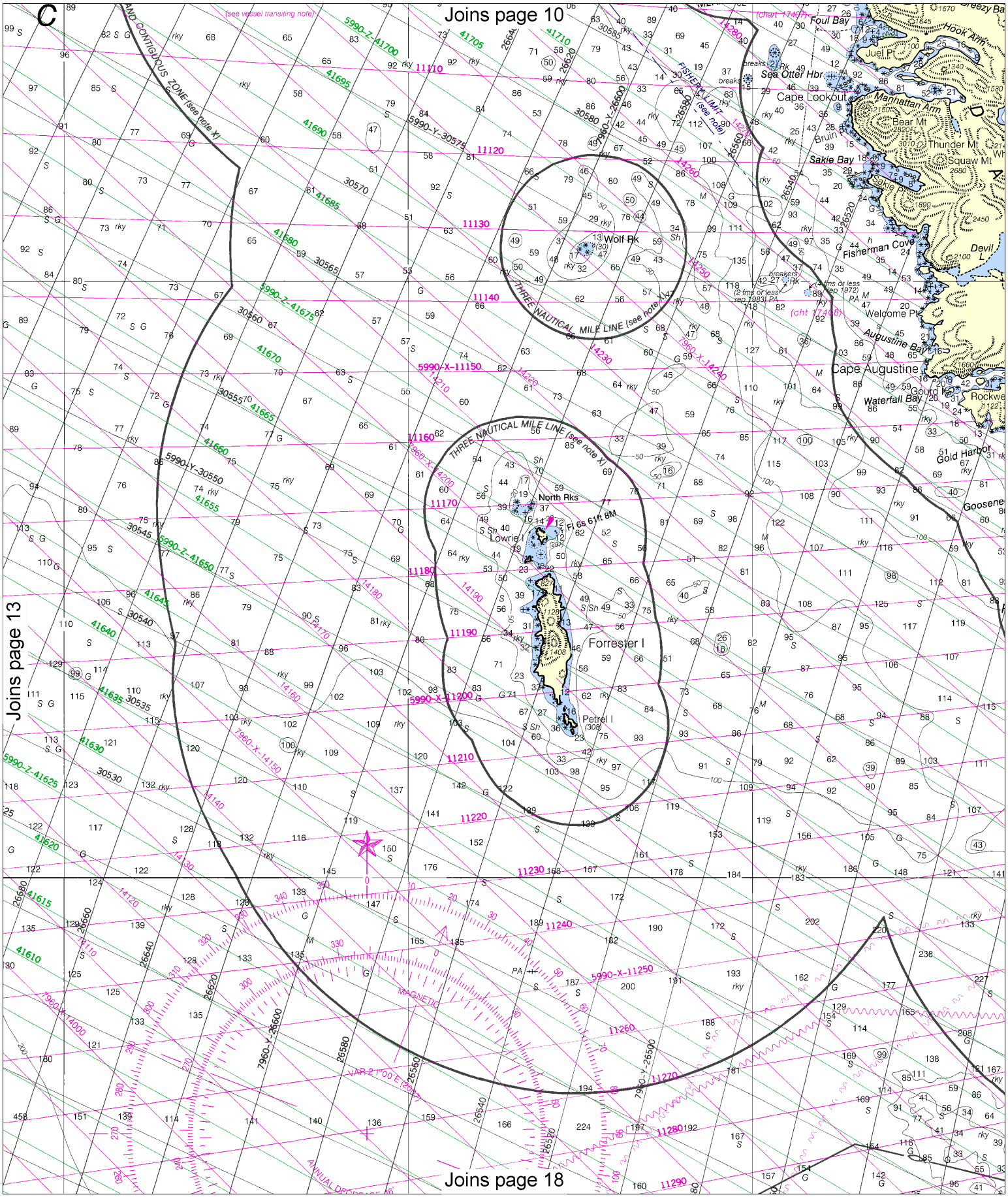
THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - CANADA
ALASKA - SOUTHEAST COAST
DIXON ENTRANCE
TO
CHATHAM STRAIT
Mercator Projection
Scale 1:229,376 at Lat 55°
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY
For Symbols and Abbreviations see Chart No. 1
Additional information can be obtained at nauticalcharts.noaa.gov.
HEIGHTS
Heights in feet above Mean High Water.
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey, U.S. Coast Guard, and Canadian Hydrographic Service.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
PRINCE OF WALES ISLAND
Big Salt Lake
Klawock Cannery
Klawock Lake
Port St Nicholas
Pt Miraballes
Trocadero Bay
SODA BAY
Shelikof
Natalia Pt
Halibut Nose
North Pass
Natzuhini Bay
Hydaburg
Goat I
The Sentinels
Nichols Is
Turn Rk
Corlies Is
Kellogg Pt
SUKKWAN STRAIT
Dunbar Inlet
SUKKWAN I
View Cove
White Mt
Reef Pt
Mc Farland Is
Sulzer Passage
Portage Bay
Gould I
Gould Passage
Portage
Mt Jumbo
Jumbo I
Deer Bay
Corbin Pt
Copper Mt
Summit
HETTA INLET
Copper Harbor
Simmons Pt
Hetta Mt
Eek L
Eek Inlet
Hetta Pt
Hetta (Aband)
Round Pt
Blanket I
Alder Cove
Mud Bay
NUTKWA INLET
Nutkwa Lagoon
Nutkwa Pt
Keete Inlet
West Arm
South Arm
Sunny Cove
Divide Head
Radio Tower
Weather KZZ-89
162.425 MHz
(chart 17407)
(chart 17431)
Joins page 15
40'
30'
20'
10'



12

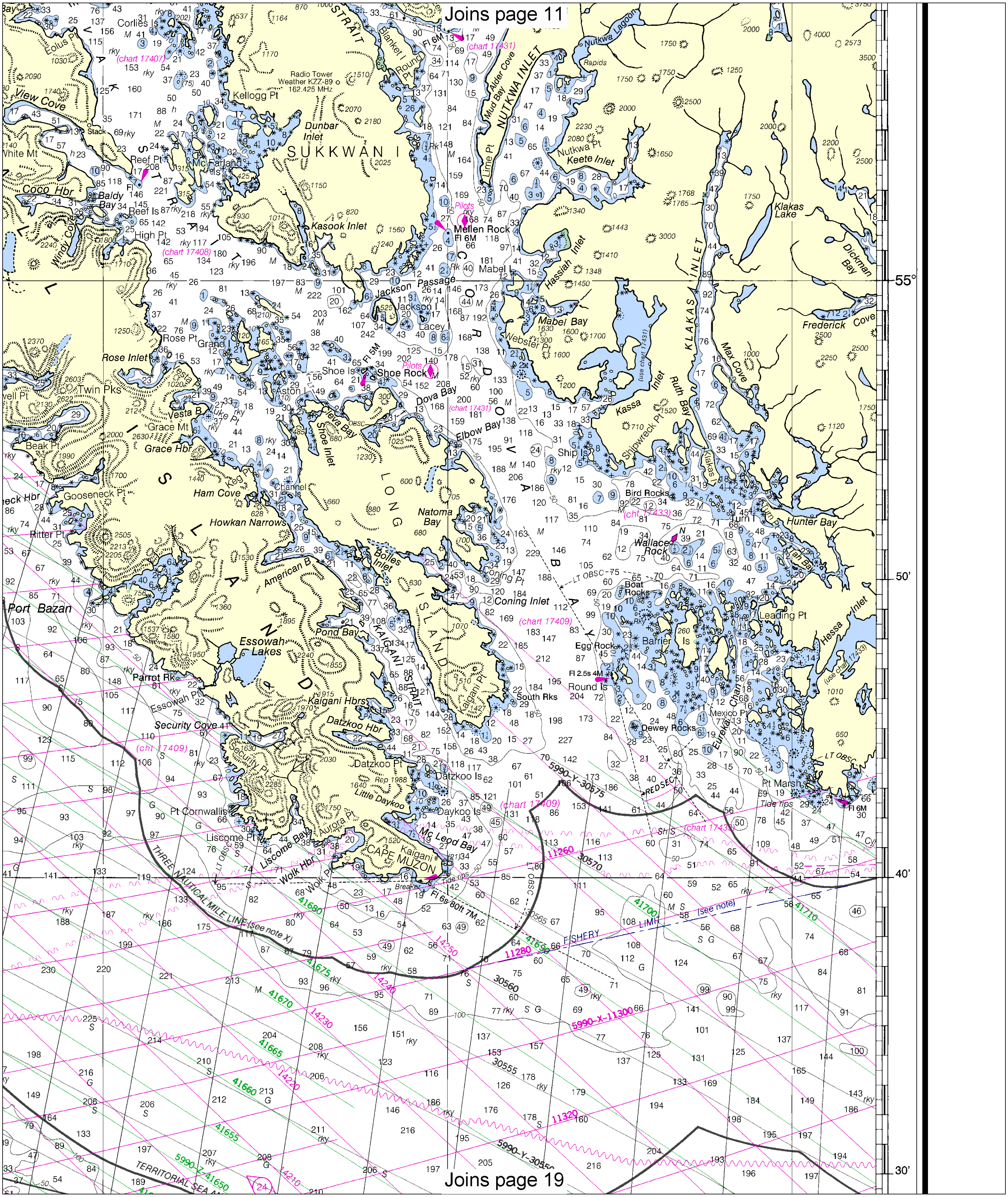
Note: Chart grid lines are aligned with true north.

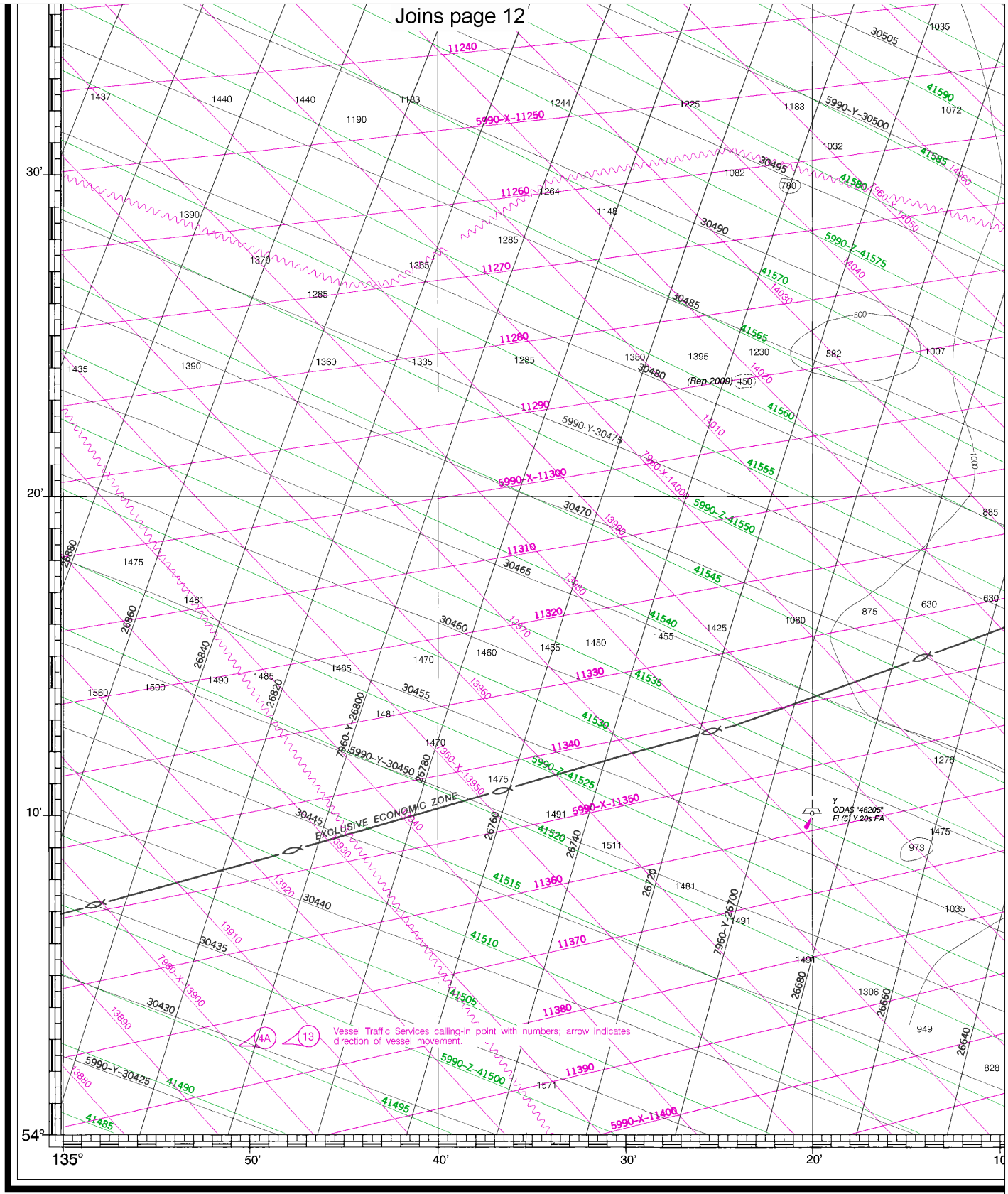

Joins page 9
Joins page 14
Joins page 17
CONTIGUOUS ZONE (See note X)
THREE NAUTICAL MILE LINE (See note X)
THREE NAUTICAL MILE LINE (See note X)
FISHERY LIMIT (See note)
Foul Bay
Sea Otter Hbr
Cape Lookout
Sakie Bay
Wolf Rk
North Rks
Fl 6s 61ft 8M
Lowrie I
Forrester I
Petrel I
Cape Augu
MAGNETIC
VAR 21°00'E (2007)
ANNUAL



14

Note: Chart grid lines are aligned with true north.


Joins page 11
SUKKWAN I
Kellogg Pt
Dunbar Inlet
Radio Tower Weather KZZ-89 162.425 MHz
View Cove
Corlies Is
Eolus Pt
White Mt
Coco Hbr
Baldy Bay
Reef Pt
Reef Is
High Pt
Mc Farland Is
Windy Cove
Kasook Inlet
Blanket I
Round Pt
NUTKWA INLET
Nutkwa Lagoon
Alder Cove
Mud Bay
Lime Pt
Nutkwa Pt
Keete Inlet
Mellen Rock
Mabel I
Hassiah Inlet
Jackson Passage
Jackson I
Lacey
Mabel Bay
Webster Pt
KLAKAS INLET
Klakas Lake
Dickman Bay
Frederick Cove
Max Cove
Ruth Bay
Kassa Inlet
Shipwreck Pt
Rose Pt
Grand Is
Rose Inlet
Twin Pks
Vesta Pt
Vesta B
Grace Mt
Grace Hbr
Beak Pt
Shoe Is
Shoe Rock
Aston I
Dova Bay
Cleva Bay
Shoe Inlet
Elbow Bay
CORDOVA BAY
Ship Is
Bird Rocks
Turn I
Hunter Bay
Wallace Rock
Keg Pt
Gooseneck Pt
Ham Cove
Channel Is
Howkan Narrows
Ritter Pt
LONG ISLAND
Natoma Bay
Bolles Inlet
American B
Coning Pt
Coning Inlet
Boat Rocks
Barrier Is
Leading Pt
Hessa Inlet
Port Bazan
Essowah Lakes
Pond Bay
KAIGANI STRAIT
Kaigani Pt
Egg Rock
Round Is
South Rks
Parrot Rk
Essowah Pt
Security Cove
Kaigani Hbrs
Datzkoo Hbr
Dewey Rocks
Mexico Pt
Eureka Chan
Datzkoo Pt
Datzkoo Is
Little Daykoo
Daykoo Is
Pt Marsh
Security Pt
Pt Cornwallis
Liscome Pt
Liscome Bay
Aurora Pt
Mc Leod Bay
Kaigani
CAPE MUZON
Wolk Hbr
Wolk Pt
THREE NAUTICAL MILE LINE (see note X)
TERRITORIAL SEA
FISHERY LIMIT (see note)
55°
50'
40'
30'
Joins page 19



17th Ed., Mar/07 ■ Corrected through NM Mar. 24/07
Corrected through LNM Mar. 13/07

17400

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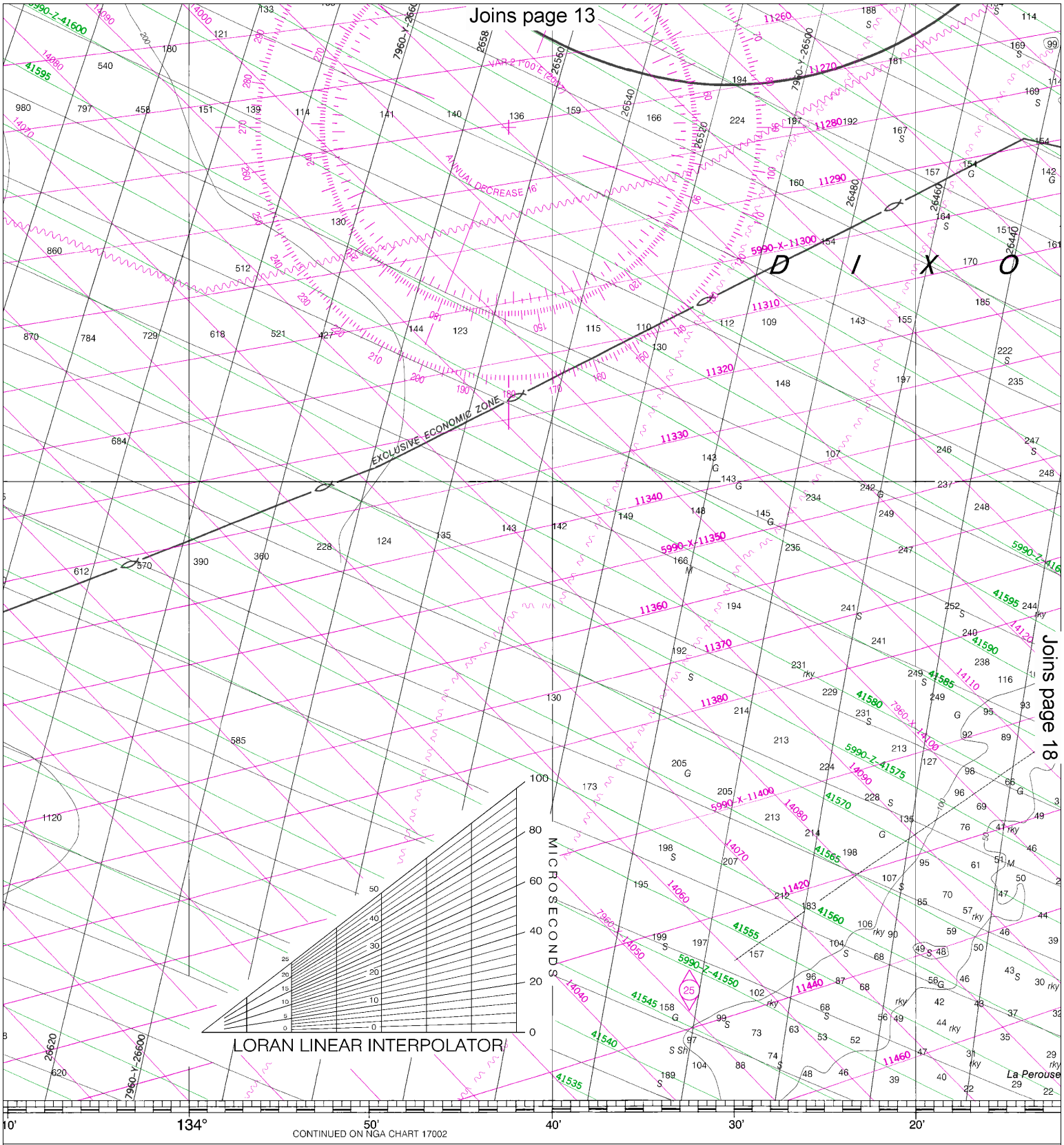
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FA

Note: Chart grid lines are aligned with true north.



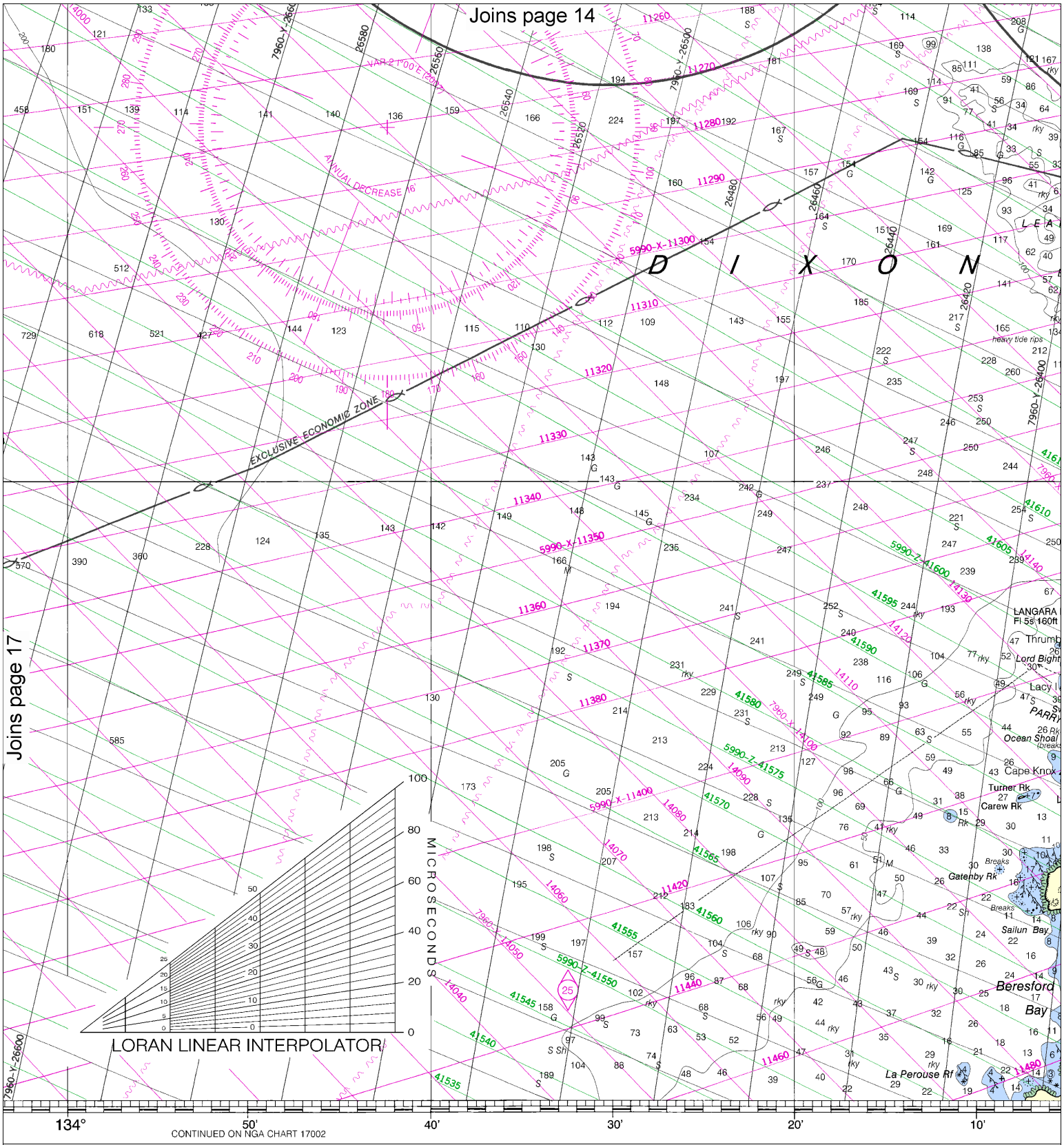
THOMS

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilots 8 and 9, Chapter 3 for details.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	
FEET	6	12	18	24	
METERS	1	2	3	4	5	6	7



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U.S. DEPARTMENT OF COMMERCE
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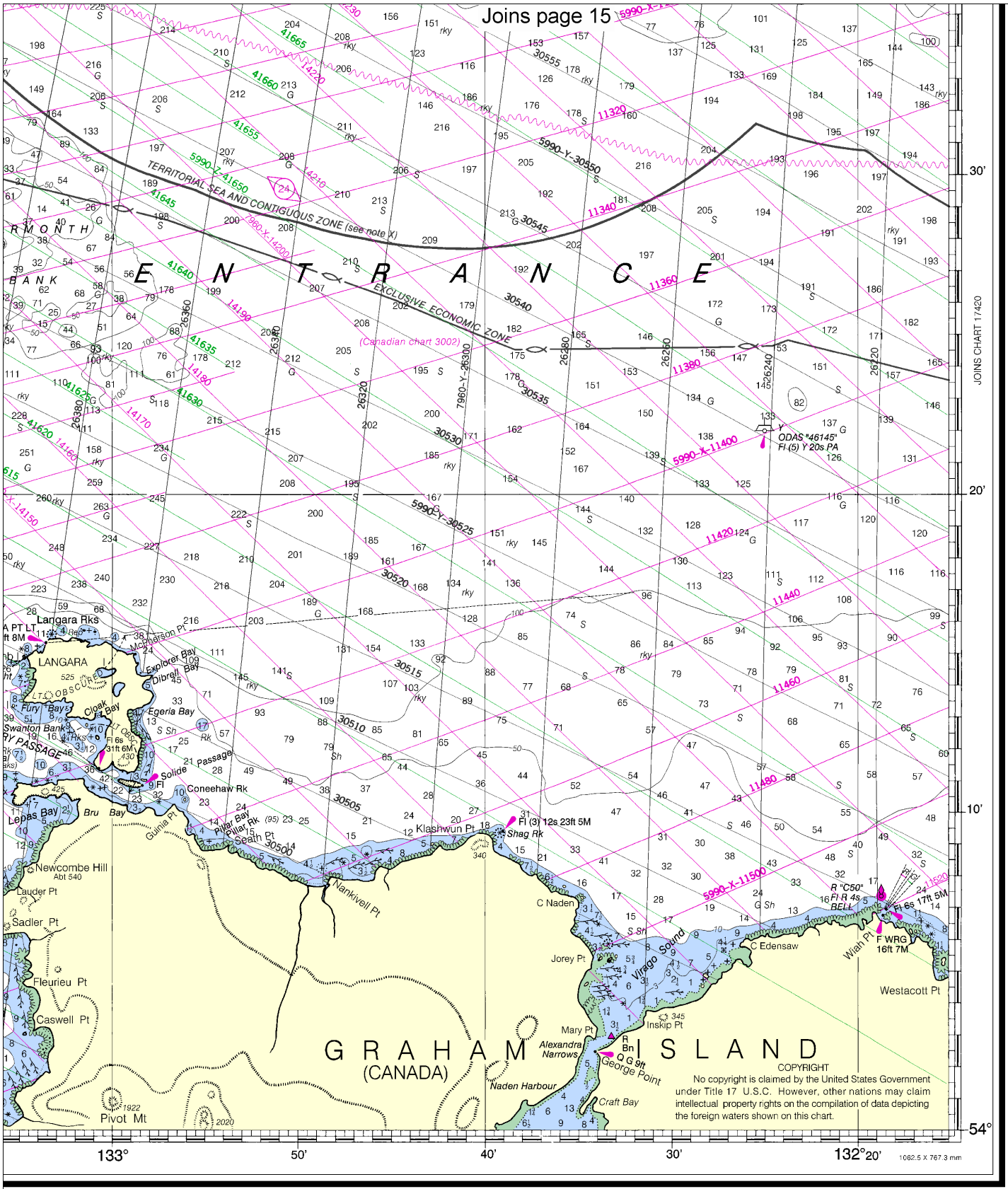
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	
FEET	6	12	18	24	30	36	42	48	54	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Note: Chart grid lines are aligned with true north.



Dixon Entrance to Chatham Strait

SOUNDINGS IN FATHOMS - SCALE 1:229,376

17400

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ED NO. 17
NSN 7642014011378
NGA REFERENCE NO. 17ACO17400

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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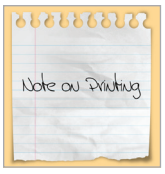

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